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DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 33. CLEVELAND, O., AUGUST 16, 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Mr. Frank Kirby, of the Detroit Drydock company, was in the city Sunday and Monday of this week.

Captain Edward Sloan, a prominent marine man from West Bay City, was in the city Wednesday.

Charles C. Goodwin, jr., who has been in the tug S. S. Stone this season, has been promoted to master of the tug Ida Sims.

Captain William J. Dwyer, who for the past five years has been master of the tug James Amadeus, has been appointed master of the tug Forest City.

Mr. G. C. Barnes, this week, has shipped away about 13 tons of his Aetna grates; 5 tons for the rolling mills of Cartright, McCurdy & Co., and 8 tons to the Hubbard Iron works at Hubbard, Ohio.

Captain Joe Church has been made master of the schooner Queen City in place of Captain William Case, who remains on shore for a time. Captain Church left this city for his command at Toledo on Friday night.

At the Cleveland Drydock the schooner Alva Bradley, which has been undergoing $100,000 repairs, went out Wednesday night. She was followed by the schooner John O'Niel. She will go in for bottom calking, and other repairs, that may be found necessary.

Mr. J. F. Pankhurst, president of the Globe Iron Works Company now visiting in Europe, writes from Paris, reporting a very pleasant time, also stating that the 21st. inst. he will leave London, to join the other Cleveland ship builders who are spending the summer abroad.

At the Cleveland Shipbuilding Co. they have been putting the cranks of the Cumberland in shape, making some repairs on the machinery, of the steamer Wokoken; on the R. R. Rhodes they have been working on the air pump, and furnished a new wheel for the steamer Fayette Brown.

The following lake vessels have received their official numbers during the past week and according to the report of the bureau of navigation their tonnage is: Schooner Ida A. Olson, of Milwaukee, gross 201.09, net 191.04; steamer John V. Moran, of Detroit, gross 1350.38, net 1035.26.

The Globe Iron Works Co. will have the North Wind ready for sea in a couple of weeks, and the third boat for the Northern Steam Ship Company, known as No. 20, will probably be launched Aug. 31st. They are pushing business as rapidly as possible with the intention of getting both the North Wind and No. 20 into the fall trade.

The new steamer Scranton is about finished, and will clear for Buffalo on her trial trip Monday or Tuesday. The work of finishing her has been done very rapidly in three weeks and two days. Her machinery and spars have been put in her upper works, cabins, plumbing and piping put in and in less than 22 working days she has, from a bare hull, been put in seaworthy condition, ready to enter her trade.

The repairs made on the life saving station at this port during the past few weeks are about completed and Mr. J. H. Miller, under whose supervision the work has been performed, leaves for his home in New York City, Saturday. Much work has been done during this time which has put the Cleveland station on a par with any building of the kind in the service, and it is superior to anything we have on the lakes. The station has been moved to the west about 13 feet and raised up one foot with a new foundation, to replace the old, which was found to be too rotten for any use. It has also been given a new roof, an enclosed lookout, new galvanized iron gutter and crestings, new flag staff and balconies in side and out. Piles have been driven and about 35 cords of stone used for foundation on the west side of the pier and a good, substantial walk built around that side of the building. On the east side new capping and docking has been done, making everything outside as good as new. Inside the building it has been given new floors of hard wood, new incline and ways provided with iron rollers for the boats. The walls of the sitting room, captain's office, No. 1's room and the crew's sleeping room have been thoroughly repaired and painted; the boat room and wagon shed have received new doors of hard wood with good substantial hinges. Everything inside the building has been repainted, varnished and oiled; beside this the building has been connected with the city water works, more than 1,080 feet of piping having been laid to effect the connection. Outside the building has received a thorough repainting of venetian red with bronze green trimmings, which gives it a very pleasing appearance. A stairway from the boat room leads to the inside gallery, and from there to the lookout, which will be a great improvement over the old way of going through the sleeping quarters of the crew. Captain Goodwin is loud in his praise of Mr. Miller's work, and Mr. Louis Kist, who has had charge of the work. Mr. Kist is an ex-life saver, a staunch friend of Captain Goodwin, and knowing his tastes and wishes has done many little acts of kindness during this work that a stranger would not have cared to do, and being a first-class workman has finished everything up in such a manner that he has won the respect and good will of both Mr. Miller and all interested.

ERIE.

In entering the harbor Sunday afternoon the propeller Conestoga grounded on a bar that has caused thousands of dollars worth of trouble this season, and in working off got in such a shape that she had to run outside again to turn round. The steambarge Escanaba with ore followed the Conestoga in, and went on the same bar. An hour after the release of the Escanaba, the steamer D. C. Whitney stuck in the same place. There is only fourteen feet of water on the bar, which is in the channel midway between the inner range light at the harbor entrance and the Anchor line elevators. As many as fifty of the large steam vessels grounded there this season, yet a single steam dredge could remove the obstruction in forty eight hours. U. S. engineer at this port says the matter is in the hands of U. S. engineer Mahan of this district at Buffalo, who has reported it to board of engineers at Washington, but has had no orders for its removal.

The propellers Conestoga, Escanaba, and Whitney all grounded on a bar at the entrance to this port that has caused thousands of dollars' worth of expense this season. They were released with considerable trouble. There is only fourteen feet of water on the bar, and it is midway in the channel. Marine men are indignant and they will probably stir up the authorities toward doing some dredging.

MILWAUKEE.

The new steamer on the stocks at the Milwaukee Company's yard will be launched August 25th.

Pauly's iron steamer Roanoke, is at Wolf & Davidson's yard, having her recent collision damage repaired. Besides the wood work, her starboard bow will require two new iron plates.

A week ago last Saturday the scow Alma left Chicago and as she has not since been heard from it is feared she is lost. Her crew consisted of Captain Henry Downer and two sailors. Captain Downer had his young son aboard with him.

ROCHESTER.

Reports just received show that the storm which passed over Lake Ontario Wednesday morning was the worst of the season. The wind blew a gale for four hours from the north. Two schooners made the harbor one under bare poles and the other missed the entrance and ran into the yacht club anchorage, driving several of the best boat on shore. Two of the yachts are total wrecks.

A small sail boat from one of the Thousand Islands capsized off the mouth of the river and a boy named Aurthur Parks, of this city, was drowned.

The schooner Fleetwing is beached at Oak Orchard with one mast gone. Her crew were saved. The propelier Glengarry and barges, from Milwaukee, and the tow boat John Martin and barges, arrived safely.

DETROIT.

Special to the Marine Record.

Mr. James Quinn, of the firm of Quinn Brothers, has been out of the city for a day or two making an examination of the barges Young and Reindeer, which are ashore at the Hen and Chickens.

The steamer Gordon Campbell, which stranded on the point, was released Tuesday. The Canadian wrecking tug Saginaw received permission to release her, and she did it in quick time.

The ship chandler firm, H. D. Edwards, of this city, has during the season of 1888 sold eighteen American ship windlasses and six Williamson steam steerers.

Mr. J. C. Goss, sail maker and rigger, has furnished outfits for sixteen vessels this season. They are now furnishing canvas and rigging for the new steamers Harlem, the Morley boat, and the John V. Moran, the latter launched from Mr. F. W. Wheeler's Bay City yard, Thursday of this week. Mr. Goss says this has been a very busy year for him.

Messrs. J. W. Wescott & Co., vessel agents and marine reporters, have moved from their former office, across the street in the Trowbridge building, where they now occupy fine, large, roomy offices, and will be pleased to see their friends and patrons.

Samuel F. Hodge & Co. are making general repairs on the tugs Gladiator and Oswego. The tug Sea Gull, which was recently purchased by St. Ignace parties from a New York firm to be used for towing rafts, was in for a Hodge patent sectional wheel.

The machinery for the steambarge Cumberland is being put up as rapidly as possible at S. F. Hodge & Co.'s works. It will consist of mainly a new engine. The frame, entablature, cylinders and steamchest will be new, and the only portions of the old engine used will be the bed plate and shaft; the latter is now receiving repairs. They are making new wheels for the steamer City of Chatham, Porter Chamberlain and the William H. Wolf.

The new steamer Helena stopped here for fuel last week on her maiden trip. She had a cargo of 96,300 bushels of grain. Her machinery, which was furnished by S. F. Hodge & Co., was working very good. She will carry 100,000 bushels after she gets in shipshape.

The tug Carrington is acting in the place of one of the wheels for the car ferry Transfer, which sustained some damage recently and cannot be spared to receive repairs.

Captain Alex Ruelle and Captain Humphreys were looking over the steamer California Tuesday, with a view to purchasing her if she can be bought at a reasonable figure. Captain Alex says he can't make anything with little boats, and he is going to try a big one if he can get it. "Tug business is mighty quiet." Sometime ago he and Mr. Moran, his neighbor, bought the wrecked barge Smith, lying at Waugoschaunce, and the plunder they have fished out, consisting of anchors, chains, etc., would fill a barn.

The East End boiler works have been making some repairs on the steam yacht Sprite, patching her boilers, and other necessary work. They are also doing work across the river for Mr. Hiram Walker, putting a new steam dome and mudpipe on the boiler used in his "artillery."

The schooner Reindeer, one of the M. Sicken's consorts, ashore on North Harbor reef, Lake Erie, was released Monday afternoon and taken to Toledo. The Sicken's other two consorts are still on and in bad shape.

At the Detroit Drydock company's yard and dock they have repaired the wheel on the steamer Niagara, calked the schooner Unadilla, calked the bottom, and made some repairs to the stern bearings of the steambarge Ira Chaffee, and Tuesday they had to soothe the injured feelings of the maddest man on the chain of lakes, Capt. John Connors, master of the schooner Richard Winslow, in dock to have a leak stopped. She sprung a leak during the Sunday night blow, and the festive "Captain John" had to take turn at the pumps himself in order to keep on the top side of the lake; not being accustomed to any such calisthenics he feels rather sore bodily and spiritually; he has, however, demonstrated one fact to the marine public. He will pump before he will drown.

At Clark's drydock they are putting a new wheel in the tug Hebard and ironing her bows, and also making general repairs on the steambarges Colorado and Ironton.

Captain James Davidson, of Bay City, was in the city Tuesday, making some arrangements for new machinery. He was looking well and reports business good at West Bay City.

The new steamer Harlem is almost ready for sea. She will get away in a couple of weeks.

At John Oades' yard they are still working on the large scow, but hope to get her off the ways next week. They are giving the schobner Montcalm new monkey and timber rails, and the Hammond new boom and gaff.

The yacht Lulu B., reported last week as not entering the Mackinac races, has finally gone up to give them a whirl.

Mr. James Wallace, draftsman for the Cleveland Shipbuilding company, was in the city two or three days this week.

The steamer City of Detroit gave a large excursion to Walpole Island Tuesday. There were on board between 1500 and 1600 people. As an excursion town Detroit beats any port on the lakes.

Captain John Craig, a prominent shipbuilder of Trenton, Mich., was in the city Tuesday of this week. HOP.

SAND BEACH,

Special to the Marine Record.

The past week has brought in quite a number of craft, great and small, seeking shelter. August 6 the gunboat Michigan dropped anchor for a few hours, also August 8, the schooners Sea Gull, Harriet Ross, Lady Essex, Francis and George Irving; steamers R. Martin, Mackinaw and tug, Shaughraun and dredge hung on a while. August 10, steamers Mackinaw and one, City of Mt. Clemens, D F. Rose and three, Wm. Cowie and three, and steamer Warrington.

The sail yachts, Cora, of Detroit and Wasp of Cleveland tested the anchorage in the harbor last week. They were enroute to the regatta at Mackinac.

Sunday, the 12th, a fresh north wind blew and brought in the steamers W. P. Thew, Joseph P. Farnan and C. W. Chamberlain, tugs O. W. Cheney and W. D. Cushing with two barges, the Cushing blew a gasket out of a man hole and had to blow off and make repairs. T.

LORAIN.

The bridge looks like a big rail fence and the barge Lone Star is anchored at one ene to allow pedestrians to pass over. The schooner J. H. Pelton is a complete wreck. When the heavy northeaster came up Sunday afternoon the water of the lake was driven up the channel and the propeller Cormorant and the schooner Kent were raised to such a hight that their lines slipped over the tops of the piles around which they had been placed. The Cormorant and Kent were driven up the stream to the schooners Joseph Wall and Annie M. Peterson, just ahead of them, and the lines of the two latter boats were parted. The Cormorant had steam up and her captain attempted to back her out his efforts were useless, as the lines of the other boats had become tangled in the steamer's wheel. All four vessels ran up the stream and crashed into the little schooner J. R. Pelton. Between the Pelton and the bridge was the big steamer Maurice B. Grover and the tug Chamberlain. With a wild fleet behind her the Grover was forced into the bridge abutment. The Grover carried the tug Chamberlain with her both striking the bridge. The Pelton went down stern to the Grover, and the latter's rudder was forced into the Pelton's cabin. The stern of the Wall was carried away almost down to the water's edge, the Peterson lost her headgear and foretopmast, the tug will need a new cabin and all of the boats are more or less injured otherwise.

PORT HURON.

The propeller Alma Munroe, of the Merchants Line, ran aground on Harsen's Island on her way down on Thursday morning.

Jas. Moffat, Will Elliott, and another young man were rowing up the St. Clair on Monday morning. When near the Port Huron waterworks, they asked for a tow from a passing barge. A rope was thrown to them, Moffet seized it, and the row boat was upset, throwing its occupants into the river. Men at the Wolverine dry dock pulled out in a boat and rescued the young men, although they were nearly exhausted, and would not have held out much longer.

The steamship Samuel Mather passed down Thursday, and Captain Neville reports to your correspondent that a very heavy gale struck the Mather when she was about twenty miles out from Detour. The Mather lost her mainmast, mizzenmast, and mainsail, and she is leaking badly. She will have to go into the dry dock at Cleveland.

Captain McGregor, of the sunken steambarge Belle Wilson, received a telegram from the captain of the schooner Aurora that she arrived at Algoma Mills.

AMHERSTBERG.

Tenders for the construction of two range light towers and crib-work piers for the Lime Kiln Crossing, Detroit River, are advertised for by the Dominion Government. Tenders are to be in by August 20th, and plans can be seen at the post offices in Amherstburg and Windsor.

The Dominion Government steam yacht Cruiser, of Ottawa, passed up Thursday of last week flying the blue pennant. She will patrol the upper lakes and Georgian Bay in the fishery interests. She is a handsome eighty-five foot craft. Captain Alfred F. Holmes, Inspector of Canadian Fisheries, is in her on a tour of the coast of Lake Huron to take evidence in disputes arising between lessees of fishing grounds. At Collingwood he took on board the Canadian minister of railways and canals, and thence goes to Sault Ste. Marie to look over the recently located route of the Canadian Sault canal. The Cruiser is having a lifeboat constructed by the Detroit Boat Works Co., and waited for it at Windsor till Tuesday.

KINGSTON.

The owners of the steamer Kathleen have filed complaint with the Government for alleged neglect of the lockmen at Hartwell's locks in delaying the boat for twenty-six hours in passing down to Ottawa on its first trip last Saturday.

Captain Moffet, of the steamer John Haggart, reports the water as very low at Brewer's Mills and all along the route from Kingston to Ottawa.

The schooner Acacia was launched at Portsmouth Friday.

The captain of the schooner B. W. Folger states that the keeper of the lighthouse at the head of Simcoe island is lax in his duty. He failed to ring the bell when the schooner B. W. Folger approached on Wednesday evening last. The schooner narrowly escaped running aground.

Friday morning the leg of the M. T. Co's. new elevator was broken off in the hold of the S. L Tilly.

The new steamer Kathleen, owned by Captain W. Bajus, has been thoroughly fitted up. Her twenty-four state rooms and cabin have been carpeted and furnished in first-class style, and every provision has been made for the comfort of passengers and crew. Her deck is very roomy, and will carry a large quantity of freight, while the cabin is large, airy and well lighted. The officers are as follows: Captain W. Bajus; sailing master, Luke de Spencer; mate and pilot, W. Scott; purser, W. I. Storey; first engineer, Thos. Milne; second engineer, T. Simmons; steward, Alf. Bajus. With these officers, the Kathleen, which is a first class boat, must do a good trade. Her route is between here and Montreal via the Rideau and Ottawa rivers; and, as she is built specially for that route, she will make the trip in a day less than the time heretofore taken.

SOUTH HAVEN.

The tug Lula M. Ray, of Ludington, came in at 6 o'clock Monday night and reported that she had let go of a raft of logs of 20,000 feet, two miles north, as the raft was breaking up. At 8 o'clock all the logs came ashore behind the north pier. The raft is breaking up, but the logs are all here. The raft was bound for St. Joseph, Mich.

CANAL DISCRIMINATION.

A couple of days ago we laid before our readers the complaints of the Americans, as contained in the utterances of acting secretary of the Treasury Thompson regarding the discrimination against American vessels passing through the Welland canal and bound for American ports. The discrimination is not only against American vessels, but Canadian as well in all cases where their destinations are American p

The complaint referred to is practically a discrimination in favor of Montreal. The facts in connection with the matter are these: All vessels passing through the Welland canal are called upon to pay tolls to the extent of twenty cents per ton on their cargoes. In the case of such vessels being destined for Canadian ports a rebate of eighteen cents per ton is made. If, however, these same vessels are bound for American ports no rebate is made, and thus the discrimination. For instance, take the steamer Algonquin, which recently left Duluth with a cargo of wheat for Kingston. On her load she would pay something over $400 toll in passing through the Welland canal. Being bound for a Canadian port she will get a rebate of the whole amount excepting about $40. If, however, she had been destined for, say, Ogdensburg, no rebate would be made. The discrimination is not any more against American than Canadian vessels, but is obviously a discrimination against American ports and the American route to the seaboard. It will be easily seen then that the Americans have just cause for complaint and they threaten to retalliate against vessels passing through the Sault Ste Marie and St Clair flats canals and bound for Canadian ports.

The regulation is an absurd one and should be speedily done away with. It appears to have been adopted at the instance of Montreal, and a company which has a monoply of the carrying trade between Kingston and Montreal. This company now receive a rate of two and three quarters cents per bushel for carrying wheat between these two points, a distance of two hundred miles, while the rate from Port Arthur to Kingston, a distance of one thousand miles, is only three cents per bushel. The advantage to this company of having the wheat forced, by discriminating canal tolls, to Kingston is obvious.

Not only should the same rebate be made to vessels destined for American as well as Canadian ports, but the collection of tolls would be better to be abolished altogether a np the Welland canal, and, in fact, the whole canal system of Canada, thrown open for free traffic the same as the Soo and St. Clair flats canals. If the Americans should decide to retaliate by discriminating against Canadian ports in the collection of tolls in the Soo canal it would be found to be a very serious matter. It is to be hoped the matter, which is likely soon to come up before the government, will be made right and the grievance removed.—Port Arthur Sentinel.

WANTED—A NAVY.

The United States is in danger of having a foreign war on its hands. This time the danger comes not from Africa but from South America. An American company operates about 500 miles of railway in Peru known as the Mollendo, Arequipa and Pano railway. The manager, Mr. MacCord has been imprisoned and the road confiscated for some trifling violation of the law on the part of the company. Some of those South American republics when left to themselves can do nothing so effectively as make revolutions and an enterprising foreigner who would contribute to the commercial progress of the country is hampered by various restrictions and regulations. Peru is a country situated between the tenth and twenty-fourth degree south latitude. It has three times the area of Ontario, is remarkably fertile, and has valuable mines of gold and silver, yet its population is under 3,000,000 or little more than that of Ontario. This is largely owing to the Peruvian jealousy of foreigners which is almost Chinese in its intensity. On this occasion the trouble is owing o the attempt of the Peruvian government to gulaae the railway rates, speed of trains, etc., an attempt which was resented by Mr MacCord. The American minister at Lima, the capito' of the country, Mr. Bucks, has entered a protest which up to the present time the Peruvian authorities have ignored. One would suppose that the Peruvians would have had war enough after their recent contest with Chili. Their haughty attitude must be due to the fact that they are safe from invasion by the sea. If the Americans have any need for a navy for the present difficulty, they had better apply to us for th loan of a few ships.—Kingston News.

[The United States has need of a navy at t present time, and it is to be hoped that a navy can be acquired without borrowing from the surplus of England.—ED.]

ST. LAWRENCE NAVIGATION.

Speaking of navigation of the St. Lawrence the Kingston News says: Practical men are not likely to waste much time speculating on what the river ought to have been but will apply themselves to make the best use of it as it is. Those best acquainted with the St. Lawrence know the engineering difficulties in the way of navigation of vessels of deeper draught. Shoals exist all the way from Kingston to Cornwall as the number of vessels annually damaged by running aground will prove. These shoals are in some places solid rock, in others deposits of sediment; at one place there is a navigable channel which within the memory of men still living could be forded; at another a deposit is now at the surface and it is even stated that last winter the river cut a channel for itself through an island. The cost of blasting and dredging would be enormous. It will sufficiently tax the resources of the Dominion to maintain the canal and keep the canal navigable for vessels of the present size, and the people of Canada have no wish to be saddled with an enormous debt for an impossible and unnecessary undertaking; unnecess ry because if it could be completed the trade, which is all one way, would never pay for the more expensive vessels. A ship costing $100,000 or $500,000 would not be very profitable, however large a cargo she carried down, if she had to return light. In the face of such insurmountable difficulties the government should very wisely refuse to spend any more money than is required to keep the canal and rive safely navigable by vessels of the presen draught.

SMOOTHING THE WAY.

The value of oil in storms at sea has been proved so often by actual experience that it is no longer a matter of speculation. So well established a fact is it that large numbers of vessels, both on salt and fresh water, now go equipped with oil bags especially prepared for use in rough weather. These bags are punctured in such a way as to let the oil exude slowly when the bag is hung over the ship's side and a thin film of oil spreads with great rapidity to a considerable distance. The wind is prevented by this oily film from catching the surface of the water and forming the minute ripples that are soon augmented into waves and then into destructive seas. The result is the absence of coamers in the immediate neighborhood of the ship and the danger of the sea breaking over the sides is thus prevented, only the rollers being left. Government vessels are now provided with these bags or similar contrivances for spreading the oil and the government has spent considerable effort in persuading owners and captains of merchant ships to adopt means of the same kind.—*Cleveland Plain Dealer.*

The rapid change from sail to steam craft in the lake commerce of Chicago is shown in the arrivals of sail vessels at this port for the month of July. They aggregated 723, while for July, 1887, the arrivals of schooners and barges were 961. This makes a decrease of 238 arrivals of sail vessels, or about 25 per cent. Perhaps the chief cause of this falling off is the change in the lumber carrying traffic. Vessels which once never sailed farther than Grand Haven or Muskegon now make long trips through the straits or to the north end of Lake Michigan. The decrease is also due to the rapid superseding of sail by steam all over the great lakes. The increase in the arrivals of steamer has not kept pace, however, with the decline in sail. The river interests have felt the change most severely, as it represents a loss to tugmen of about $12,000 a month in towing, and nearly as much to the stevedores and kindred trades. At the same time pressure on the bridge has been correspondingly lessened, and on this account the figures do not represent an unmixed evil.—*Chicago Times.*

RACINE.

The fishermen of Racine make some serious charges against Chicago tugmen. The charge that they rob the nets is general in its scope, and therefore is directed at the crews of all the outside tugs. A local publication thus puts the case: It is alleged that Chicago tugmen are guilty of lifting gill nets set in the lake off this port and robbing them of the fish, taking them to Chicago and there disposing of hem. The owners of the tug West report that one day last week they lifted 100 nets and did not find a fish, besides the nets were tangled in bad shape. Some of them had grease on, which is sufficient proof that a steam craft had been meddling with them. Kenosha fishermen make the same complaint. It is a state prison offence to rob fish nets, and an effort will be made to ferret out the guilty ones and punish them.

ESCANABA.

The master of the schooner Charles Foster reports a large loaded schooner ashore on the northwest point of Poverty Island. She was out two feet forward. He thinks it was eht Annie M. Peterson. The government steamer Dahlia and tug Onaping were working at her.

THE TWO OLDEST VESSELS.

The oldest vessels in the world today, says the Philadelphia Record are the barks Rosseau and the True Love. Both vessels were built in Philadelphia and have outlived both their owners and builders. The Rosseau was one of Stephen Girard's fleet, and when she was launched as a full-rigged ship she was the pride of the old merchant. Many years ago Nicholas Vandusen was a prominent builder of this city and had his shipyard at what is now Shackamaxon street wharf. In 1800 he made a contract with Stephen Girard to build a full-rigged ship, and the Rosseau was constructed and launched the following year.

The Rosseau was considered a very fair-sized vessel in 1801. She was 95 feet long and 28 feet breadth of beam, and registered 305 tons. After doing service for Girard for several years her rigging was changed and she was known as one of the fastest barks sailing from this port. She made several trips to the whaling ground of the North Atlantic Ocean, and was one of the most successfull whalers in the fleet. Of late years she has been used for miscellaneous hauling, and she is now discharging a cargo at New Bedford Mass. But few repairs have been made on her, and today she is almost as good as when she was launched, eighty-seven years ago.

GREAT AGE OF THE TRUE LOVE.

The bark True Love was built in Philadelphia in 1764, and to-day is the oldest vessel in the commercial world. But little is known of her early career, but her papers prove her age beyond question. All her iron work is hand forged, and the moldings and interior decorations of the cabin are of a style that plainly shows no machinery was used in their construction. For many years she was engaged in the coasting trade and plied between the West Indies and Philadelphia. Some years ago she became a coal carrier and sailed from Greenwich piers to eastern ports. She received many hard knocks, but she was staunch and was built to buffet heavy seas by men who understood their business, and she always came out of a storm safely. For the past few years the True Love has been trading along the coast of England, and she is looked upon as a curiosity in every port she stops.

FOR SALE.

THE HANDSOME NEW FORE AND AFT SCHOONER W. C. Kimball, built at Manitowoc last winter, outfit all new and complete, 65 feet over all, 17 feet 4 inches beam, 4 feet 9 inches hold. Tonnage 31, 40 Apply to A. D JOHNSTON, Manitowoc, Wis.

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S. B. GRUMMOND, Owner.

YACHT FOR SALE.

SLOOP YACHT NORDEN, 45 feet water line, 13½ feet beam, in first-class sailing condition, for want of time to run, is offered for sale at a bargain. Address F. A. FINCHER, Pentwater, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky.

FOR SALE.

BARGE COL. BRACKET—She carries 260 M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

FOR SALE.

A steambarge 125 thousand capacity; will carry 120 passengers, only one year old; a good twelve mile boat in the best, possible condition; will be sold reasonable and on easy terms. For further particular inquire of MARINE RECORD, Cleveland Ohio.

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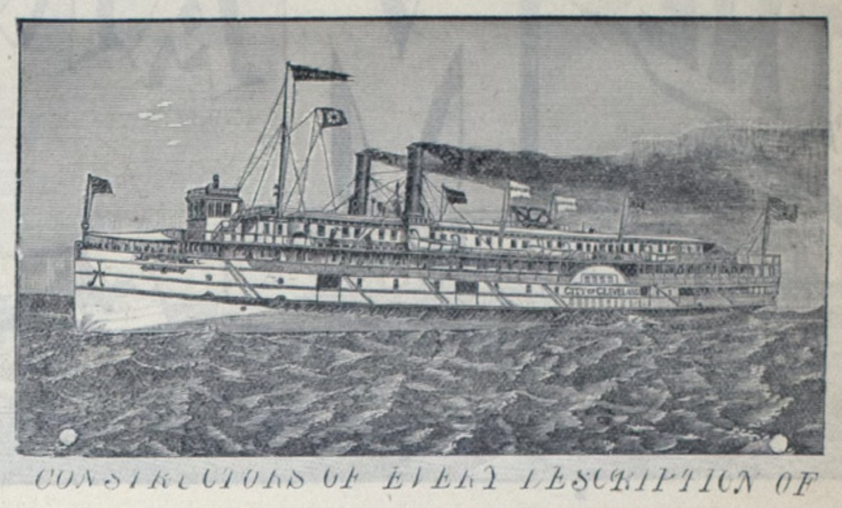

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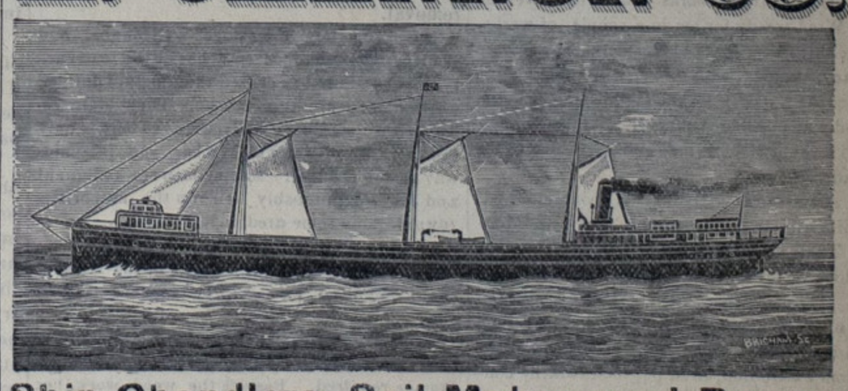

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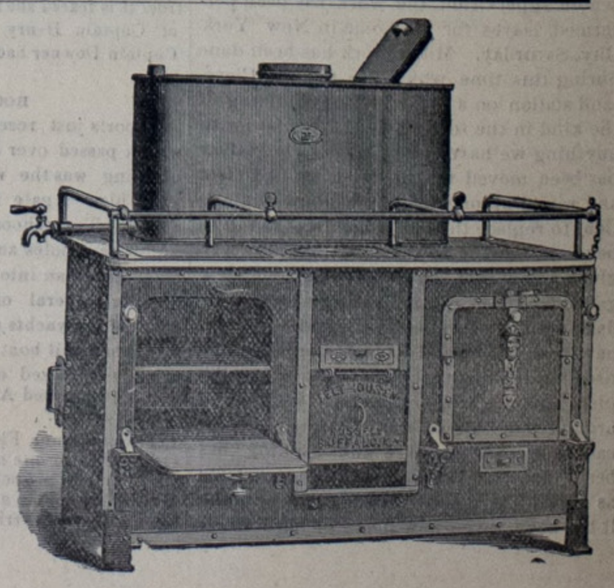

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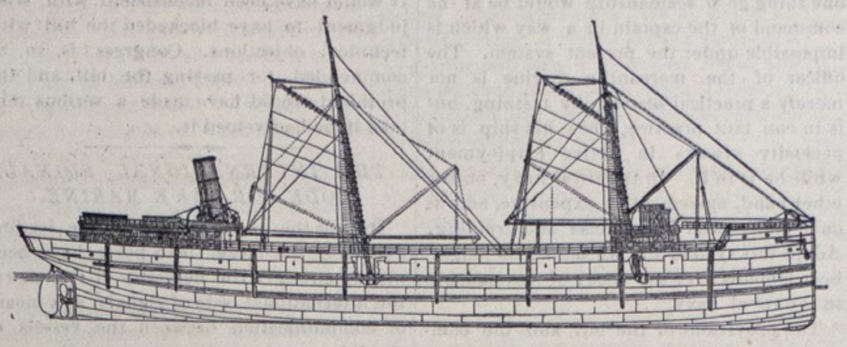

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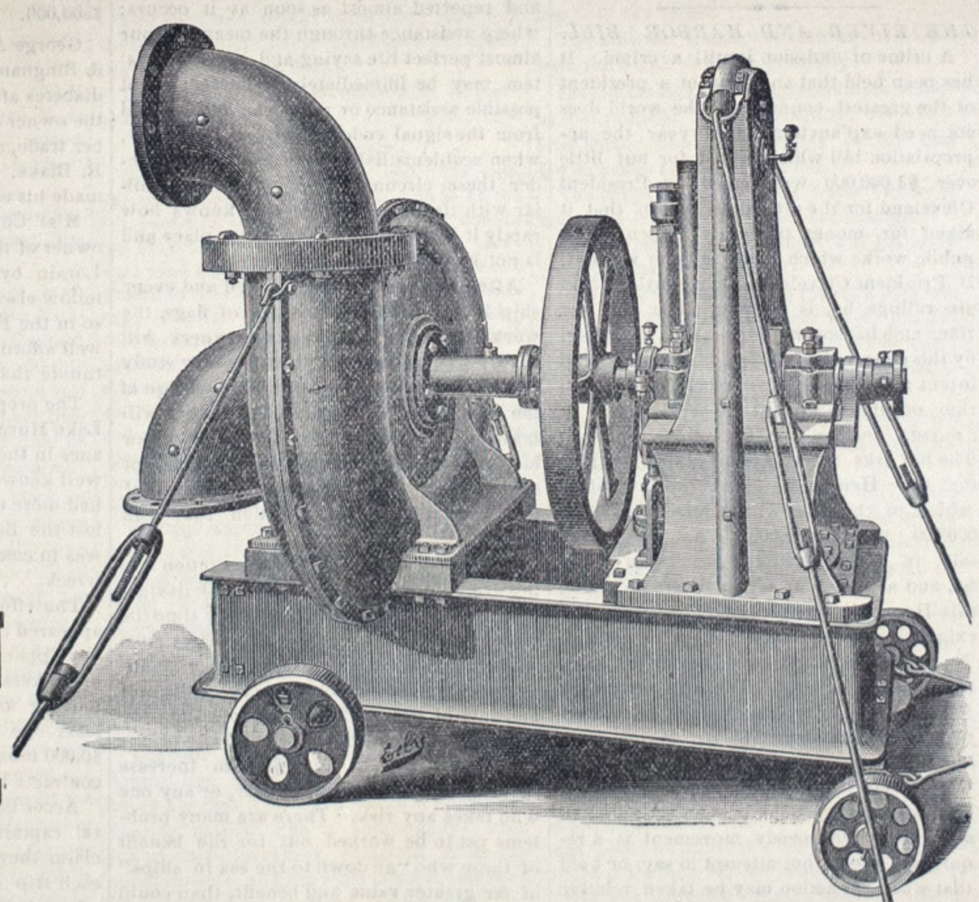

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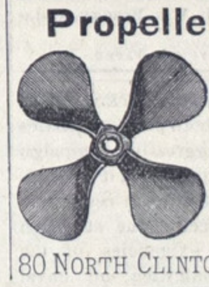
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Marine Record.

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MARINE RECORD—OFFICIAL PAPER.

OBJECTS OF A NAVAL RESERVE.

While the cohorts of both political parties are preparing for an aggressive campaign on the tariff and other questions, it is possible that the question of a naval reserve on our lakes may not receive the attention which the imperative exigencies of the case demand. The committee on naval affairs have been making a thorough and systematic investigation of the subject and the plan of having mercantile officers of our inland marine as a reserve for the United States navy is heartily recommended as a practical and economical measure. Much has been said of the insufficiency of our American navy. The fact that our coasts are not adequately [protected from invasion has a serious effect on international traffic. The ultimate solution of the tariff question, with its many-sided issues, involes a practicable readjustment of our sea coast defence. The difficulty of maintaining an efficient navy, according to the present system, not only involves an enormous expense in time of peace, but does not receive the endorsement of many, in view of the favorable location of this country—a fact which precludes the prospect of immediate danger. To be sure the United States is so geographically situated that the incessant broils incident to foreign countries is impossible, but at the same time the generally conceded fact that our sea coast defences are not adequately protected has an effect on our carrying trade. According to the present system the officers of war ships have no time for training. Many of the positions are sinecures, obtained through political influence. There is a decay of seamanship in the royal navy despite its boasted greatness, and it must be conceded that when the British government is considering the subject from a practical economic standpoint it is time for the United States to take some action. Our lakes afford an excellent opportunity for establishing a naval reserve. The mercantile officers on our lakes, besides being equipped for any emergency would be in constant training and would have the advantage of experienced seamanship. The *Nautical Magazine*, in commenting on this question as relating to the royal navy, says:

"It appears to us that the only solution of the whole difficulty will be for the admiralty to set about at once giving increased facilities for the employment of officers of the mercantile marine in the royal navy. Say that in every ship commissioned, one-third to one-half of the officers were reserve officers, not serving merely for a year's training as supernumeraries, but for the whole commission, as executive officers of the ship, specially qualified for the duties connected with navigation and seamanship, but at the same time acquiring information and experience regarding gunnery, and the other duties of an executive officer. For one thing good seamanship would be at the command of the captain in a way which is impossible under the present system. The officer of the mercantile marine is not merely a practical seaman by training, but is in constant practice, since his ship is of necessity always in active employment while he is in it. In the royal navy, on the other hand, movement is expensive, and is only undertaken for exercise and training. Adopt this system and we should no longer hear laments over the decay of seamanship in the royal navy."

The provisions of the bill and the compensation and cost of maintaining this reserve was printed in the RECORD of July 19. The press of the country is almost unanimous in endorsing the report of the committee. It is certainly imperative on congress to take prompt action on this measure which bears such a close relation to our American commerce. In the heated presidential campaign just inaugurated all other issues will, undoubtedly, be absorbed in the questions involving party preference, but the people should not permit this subject to become dormant. An investigation has been made by the corps of engineers of the United States army regarding the availability of the iron and steel vessels on our lakes, and it is claimed they will constitute an able reserve. By careful research we can assert that there is a nucleus for a grand navy on our lakes, sufficient for the protection of our manufacturing cities against any invasion that may be made from the Dominion government, or elsewhere. The fisheries and other questions have caused uneasiness with regard to our maritime relations with Canada. By a national reserve on our lakes the Welland canal would no longer manace our interests. No warlike vessels could pass through this channel without the consent of the United States government, and Canada would be dependent on this country for naval vessels.

The plan is practical and urgent, and congress should act promptly in passing the measure.

THE RIVER AND HARBOR BILL.

A crime of omission is still a crime. It has been held that an action of a president of the greatest country in the world does not need explanation. Last year the appropriation bill which asked for but little over $3,000,000 was vetoed by President Cleveland for the ostensible reason that it asked for money to defray expenses for public works which could be done without. If President Cleveland is not consistent in his rulings he is nothing. The bill for river and harbor appropriations, as passed by this congress, is perfect in its draft and intent and should have received the sanction of the president. There were, of course, one or two exceptions, namely: The bill asks for enormous appropriations for the Hennepin canal appropriation which to complete will require from $25,000,000 to $40,000,000. As we have said in these columns in years gone by, and as we will say in years to come, this Hennepin canal scheme must from the exigencies of the matter come to naught. No one can advance a good reason why this canal should be built. There is no reason for it. There is no condition of our internal marine that demands it. It has been asserted by some that it is a necessity as a war measure. A war measure is looked upon by all governments as an action taken at a time when speedy movement is a requisite. We do not attempt to say, or hold that whatever action may be taken relative to this movement, the deepening of the Welland canal would not be a war measure, true and positive; but we will say that if the United States government will take steps to make nugatory every effort of the Dominion government to aggrandize their interests in this country we can, without trouble, win from them all the laurels that are due us.

Certainly nothing would have been gained by procrastinating this important matter. Spasmodic action is inconsistent with every principle of political economy and public interest. Congressional action has hitherto been vacillating. If the work is so imperative as to become a law without the signature of the president the much needed improvement should proceed without delay. This is not a political measure but a scheme, the results of which are for reaching and conducive to the vital interest of interstate commerce. The vexatious question, "What shall we do with the surplus?" is promptly answered by the immediate exigencies of the river and harbor bill.

President Cleveland interpreted the feeling of the people when he said he would not obstruct the measure. He, evidently, had felt the public pulse and his diagnosis was correct. As a candidate seeking election, he knew it would be political suicide for him to veto the bill. It would have been impracticable for congress to deal out annual appropriations which would have caused periodical cessation of work. The improvement is needed now. Our mercantile marine is suffering from delay on this important matter. The full amount required for the improvements of rivers and harbors has been estimated at $22,000,000. It would have been inconsistent with wise judgment to have blockaded the bill with technical objections. Congress is to be commended for passing the bill, and the president would have made a serious mistake if he had vetoed it.

THE INTERNATIONAL SIGNAL CODE FOR LAKE MARINE.

During the past few weeks the leading dailies of the larger lake ports have been urging strongly the necessity of the use of the international code of signals as a means of communication between the vessels of the lakes, and loudly recommending that the government make laws, compelling all ships of 100 tons and over, to be provided with the code of signals as a means of protection against disaster and loss of life.

The MARINE RECORD has been, is now, and ever shall be, a strong advocate and support for any measures that will tend to lessen disaster and loss of life upon the lakes, and has never yet hesitated to do all possible to enhance the interests of lake marine. After a careful review of the proposed measure, we are compelled to say that the introduction of the proposed signal code would not directly, or indirectly benefit shipper, owner, master, or crew, nor would it tend to lessen the liability of disaster and loss of life.

The international code of signals was invented and introduced for the use and benefit of ocean marine, where the flags of "an hundred nations" wave from the mastheads of the ships of as many different nationalities, and meeting and speaking such ships made it imperative that some such system be adopted, for carrying on the business that could not well be avoided, ships meeting in mid ocean. Besides this, another reason was, the great distance from port to port in ocean traffic, made navigation more dangerous, because in cases of disaster, assistance could not be depended upon, either immediate or otherwise, but on the lakes, when a ship is rarely five days out of port, and where the track of vessels is so extensively traveled; where an accident is discovered and reported almost as soon as it occurs; where assistance through the means of our almost perfect life saving and wrecking system may be immediately rendered, what possible assistance or relief can be obtained from the signal code, directly or indirectly, when accidents liable to occur, happen under these circumstances; any one familiar with the lake marine well knows how rarely it is that an accident takes place and is not known almost immediately.

After a law has been passed and every ship is provided with a set of flags, the work has only just begun; owners will hardly pay masters for the necessary study it will take to gain a practical knowledge of the working of the signal code, neither will masters and mates take kindly to a new idea, which will take up time they cannot spare, when their business in or out of port requires all the attention they can give.

In these days of rapid transportation and low freights, where the science of navigation is more a business than at any time the world ever saw, if masters and mates must study let it be the art and science of handling a ship, so that the chances of disaster and loss of life will be lessened; and drop the idea that the knowledge and use of the signal code will do anything to increase security at sea, of ships, master, or any one who takes any risk. There are many problems yet to be worked out for the benefit of those who "go down to the sea in ships" of far greater value and benefit, than could ever become the plan of saving life and property through the means of a set of flags and the signal code.

LIMIT THE SPEED.

It has been apparent to lake navigators traversing St. Clair Flats canal that serious damage may ensue, from running vessels through the narrow channel at an unreasonable fast rate of speed. For instance a propeller and her consort is sailing one way and is met by a propeller and consort going in the opposite direction. The current and sea caused by the action of the wheel is likely to swing one of the consorts out of line and a collision is inevitable which may involve the loss of thousands of dollars. The indifference manifested now causes every vessel that passes through the canal to be in imminent peril. The difficulty can certainly be avoided by all vessels passing through the canal at steerage speed, which is 1½ miles per hour. There would not then be such a violent and abrupt sea and the danger would be avoided. Speeding vessels at such a perilious risk is foolhardy. The law permits four hours to a mile hence it would be a fair compromise for masters to sail their craft through this narrow passage way at the rate of 1½ miles per hour.

FORE AND AFT.

The propeller Colorado was released from Stag Island by tugs Porter and Haight.

John P. Clark, the veteran shipbuilder of Detroit, is seriously ill, Mr. Clark is 81 years of age.

The propeller R. A. Seymour was disabled on Lake Michigan, and taken to Milwaukee for repairs.

The schooner J. H. Breck was dismasted in Lake Huron on Sunday night, and was towed to Port Huron.

About half the wheat in Duluth elevators is said to be owned by Chicago dealers, who are very anxious to move it.

Shipowners at Toronto have organized the Inland Marine Mutual Protective Association to further Canadian marine interests.

A telegram from Chicago says that Captain Seymour, owner of the steamer Petosky, is at the point of death with an aggravated attack of typhoid pneumonia.

A dispatch from Vineyard Haven, Mass., says: The big raft arrived here after a seven days passage from Joggins, N. S. It is in as good condition as when it started.

If Captain Rardon gets the Osceola off he will realize most of the difference between $65,000, her former value, and $8,200, what she sold for. He predicts that he can get her in a week.

The iron ore shipments from Escanaba for the season to date aggregates 1,024,142 tons. The Chapin mine standing first with 104,763 tons, the Norris, of the Gogebic range, second with 87,209 tons.

Marine Reporter Ed. J. Kendall, of Port Huron will display government weather signals at his office. It was a petition circulated by Mr. Kendall that a telephone was placed in the signal office.

Freight men are exercised over the fact that wheat is taken from Chicago to New York in less time via the lakes than it goes by rail. The new fast ships recently placed on the lakes will make faster freight trains a necessity.

A special dispatch to the Evening Journal from Cheboygan, Mich., says that the bodies of the two men found on the shore of Burt Lake, are probably those of two newspaper men, L. Morey, of the Minneapolis News, and S. W. Ball, of North Adams.

It is claimed at Chicago that the plans for a line of palatial excursion steamers to ply between Milwaukee and Chicago are progressing favorably, that the company will soon be ready to let the contract for the first boat, which is to cost between $250,000 and $500,000.

George A. Marsh, president of the Marsh & Bingham lumber company, succumbed to diabetes after a brief illness. Deceased was the owner of several vessels used in the lumber trade, among them the schooner George R. Blake, on which ex-Warden McGarigle made his escape to Canada.

Miss Cuyler, a school teacher, was part owner of the schooner Pelton run down at Lorain by a fleet of big ones. The little fellow always gets the worst of it and it was so in the Pelton's case. The owners cannot well afford to lose their boat and it is unfortunate that they had no insurance on her.

The propeller Wilson, which foundered in Lake Huron, Friday, carried $3,000 insurance in the hull pool. Captain McGregor is well known at Lake Huron points and has had more than his share of bad luck, having lost the Bertschy and the Oconto while he was in command and losing heavily in each wreck.

The effort to get cargoes for the vessels appeared to be quite as marked on the part of shippers as on the part of vessel owners or brokers. If coal could be had it would be moving as fast again as it is. There is at least one contract for Lake Superior with 40,000 tons yet to deliver, and there are other contracts besides.—*Buffalo Express.*

According to the Evening Wisconsin vessel captains bringing coal to Milwaukee claim they carry 75 to 100 tons more coal each trip than their bills of lading call for when their loads are shipped to yards controlled by the producers. In one instance where the captain demanded to have his cargo weighed out it overran 140 tons, on which he collected the extra freight.

A new route has been established between Cheboygan and Manistique. The steamer Hunter, which has been purchased by A. Booth, of Chicago, and came to Port Arthur from Maine, will be placed on this route as soon as she can be got in shape for the passenger trade by the addition of new cabins. She averages nearly twelve miles an hour, and is almost exactly like the Dixon owned here by the same firm.

Sunday afternoon, after months of trial and successive failure, James Reid floated the schooner Plymouth, which was wrecked on Presque Isle November 17, 1887. The Plymouth's hold is filled with 1,500 empty oil barrels which gives her a good side out. She was at once started for Port Huron. She will be used as a consort after her rebuild for the steamer Arizona, also wrecked by Reid, and now named the City of Marquette.

Captain of the Onoko, now has the reputation of bringing the largest cargo ever on Lake Superior. The Onoko arrived in port Thursday afternoon with 2,743 tons of coal from Ashtabula, and would have had an even 2,800 tons but for the delays in loading. The largest previous cargoes brought to the lake or Duluth has been 2,600 tons. "If I was in the wheat trade, now," said the captain, "I would carry out of Duluth harbor between 95,000 and 100,000 bushels, which would be from 9,000 to 14,000 bushels more than was ever carried from Lake Superior before."—*Duluth Herald.*

The wind storm last week came on rather suddenly, when the tugs Superior and Shawanaga lost a large tow of logs belonging to the Victoria Harbor Lumber Co., between the Mink Islands and Hope Island. The tugs Waubashene and Magnettawan also lost their tow of logs belonging to the Georgian Bay Lumber Co. The tug Resolute also lost a tow. She sprung her stern post, which caused her to leak so much that the fires were extinguished, and she had to be anchored near the lighthouse on Hope Island. The steamer Carmona arrived Thursday afternoon with a large excursion from Owen Sound. They experienced heavy weather on the way over.

OBITUARY.

CAPTAIN SELAH DUSTIN.

Captain Selah Dustin, died Monday at St. Mary's hospital with his daughter and a good sister of charity at his bedside.

Mr. Dustin was taken sick about four weeks ago—a general breaking down, it is said—and becoming worse, was taken to St. Mary's hospital a week later. He retained his senses until four hours before his death, when he sunk into a quiet and peaceful unconsciousness. The Detroit Journal in giving a history of Captain Dustin says: "He was perhaps as well known a figure as any man in Detroit, was born in Claremont, N. H., 71 years ago, of rugged New England parents. He left home when 19 years of age, and came to Detroit. He took to the lakes immediately. He began as wheelsman, with Captain Atwood, and remained with him three seasons, when he was promoted to the captancy of the steamer Swan. Two years afterwards he left the Swan to become captain of the John Owen, in which he had bought an interest. That was in 1847. The Owen plied between Detroit and Toledo, stopping at Monroe. As there was no railroad connections between those two points at the time, and no opposition, a great deal of money was made out of this venture. Some years after Captain Dustin secured a controlling interest in the steamer Dart, a vessel with as great a capacity as any of the boats now plying between Detroit and Port Huron. She was also put on the Toledo route and kept there until the advent of a railroad. She then began making trips between Detroit and Port Huron, stopping at all way ports.

The Dart ran without opposition and coined money for her owners for two years. In 1856 Captain E. B. Ward, seeing that the Port Huron route was profitable, put his own boat in service. Captain Dustin considered that an unwarranted usurpation of his rights, and opened a steamboat fight which became memorable. He reduced the fare to Port Huron to 25 cents. Ward made it the same and hired a band. Dustin made it 25 cents for the round trip and hired a band too. The fare was finally cut to 10 cents for the round trip, with meals thrown in. Captain Dustin was game, but Captain Ward had more money and the former's career as a steamboat man was on the wane from that time, although he was when this fight opened worth probably $50,000. As a last resort Dustin organized a stock company among the merchants at small towns on the St. Clair river, but this only temporarily stayed his financial downfall. He came out of the contest with Ward with but a few thousand left. This remnant of his fortune he invested in a vessel which was run in the peach trade between St. Joseph and Chicago. Captain Dustin was broken down from his reverses, but a severer loss was in store. His fruit steamer sailed the Chicago route but one season—now 14 years ago. Then she was burned in the middle of Lake Michigan. She carried but a small insurance. Her loss made an end of Captain Dustin's fortune, and his career on the lakes stopped there.

Continual thinking over his losses made a naturally morose man eccentric.

The only object on which the captain has bestowed any affection of late years was a little bay mare, about 14 hands high, which he drove to an express wagon. The sight of the massive, rugged looking old captain, wearing a battered plug hat, driving and prodding the little bay mare was one well known to Detroiters. He slept in a room by himself refusing communication with his family, cooking his own meals, and eating sitting on the edge of the manger by the side of the little mare.

Captain Dustin was married in 1858, at Claremont, N. H., to Francis H., a sister of W. O. Ashley, of the firm of Ashley & Mitchell. They had four children. The eldest, Edward A., is a member of the firm of

Ashley & Mitchell; the two girls, Kate and Rosman, are school teachers; Oliver S., is a clerk at Ashley & Mitchell's. Dustin's widow also survives.

The litigation which caused Captain Dustin to have so much feeling against Don M. Dickinson, Wm. A. Moore and others arose nine or ten years ago. Judge Holbrook bought a piece of property from the captain for $4,000. The captain claimed that he neither received the money nor signed the deed, and that the deed was a forgery. As years rolled by the $4,000 increased to a fabulous amount in the captain's mind, and he had an idea that every lawyer engaged by him had conspired with the others to defraud him of the big sum.

CAPTAIN DAVID BEGGS.

Captain David Beggs, aged 52 years, died Friday morning last, at three o'clock, at his residence, at Johnson street, Chicago and was buried at Rose Hill cemetery on Sunday. He was a member of the masonic order and many of his brother Masons and also a large number of his old marine friends attended his funeral. He leaves a widow, two sons and two daughters to mourn the loss of a good kind husband and father. He paid his first visit to Chicago, in November, 1854, as man before the mast on board the brig Pilgrim, then in command of Captain Geo. Vickery and Captain James Ferguson one of Captain Beggs' oldest friends, was second mate on her. She brought a load of lumber from Bay City and unloaded it where the Wisconsin central dock is now situated. The Pilgrim went to Milwaukee light, to load grain for Ogdensburg and left Milwaukee, November 26th, and got as far as Grand river, now Fairport, Lake Erie, where she was forced to put in through stress of weather and being iced up she remained during the winter. Two years later he was mate of the schooner Melrose, Captain Hiram Becker, owned by Penfield, Lyons & Co., Oswego. He remained in their employ ten years and was also mate on their schooner Dreadnaught. He then became master and sailed the schooner Agustus Ford and brig Seminole, then the schooner Jas. Platt she being at that time the largest schooner going through the Welland Canal. Afterwards sailed the schooners Lilly Parsons, Cossick, Knight Templar, Westside, Delos de Wolf. Comanche, which is now in command of his son David, and American, which he partly owned, and he sailed her until stricken down by his last illness, when he put his son Tom in command of her. The deceased was a very energetic, ambitious man all through life and always tried his hardest to be the first of any fleet he started out with. He always had the respect and confidence of all owners he sailed for and was an excellent sailor and master. He was very kind hearted and always ready to help an old friend in need. WILLIAMS.

LAKE FREIGHTS.

The rate on ore from the head of Lake Superior is again up to $1.35. The Marquette rate is only steady at $1.30. It was reported here that some boats in Chicago were offering to take Escanaba ore but the local vessel men claimed that they could get $1.05 and probably $1.10 for Escanaba tonnage if they had it to offer. The demand for coal carriers is improving and freights are stronger. An advance of 5 cents was paid on one Duluth cargo.

Ore charters: Avery and consort, Hawgood, Ashland to Ohio ports, $1.35; propellers Gratwick, Two Harbors to Ohio ports, $1.35. Coal charters: Propeller Gratwick, Cleveland to Duluth, 65 cents; schooner Wall, Lorain to Duluth, 60 cents; propeller Shenango, Cleveland to Milwaukee, 70 cents; schooner Ishpeming, Fairport to Milwaukee, 70 cents; John Burt, Sandusky to Manitowoc, 70 cents; Elgin, Cleveland to Point Edwards, 40 cents; Republic, Cleveland to Detroit, 35 cents.

DULUTH, MINN., Aug. 15.—Grain freights are dull. Shippers are offering only 3¼ cents on wheat to Buffalo.

CHICAGO, ILL., Aug. 15.—Buffalo rates were steady for grain and a fair volume of business was done by vessel agents. Engagements aggregated 105,000 bushels of wheat and 250,000 bushels of corn.

DETROIT, MICH., Aug. 15.—Engagements: Schooner McLeod, Corsican, coal, Toledo to Algoma Mills, 65 cents; steamer T. W. Snook, coal, Lorain to St. Ignace, 70 cents; cedar posts back, Presque Isle to Cleveland, 5 cents; schooner Goodell, coal, Lorain to Marine City, 40 cents; Mackinaw, coal, Buffalo to Black River, $1.

BUFFALO, N. Y., Aug. 15.—Coal freights are unchanged. Charters: Propeller Clyde, schooners Vought, Sawyer, for Chicago, 75 cents; Arctic, Ogarita, Georger, Stafford, Martin, for Milwaukee, 70 cents; schooners Davis, Andrews, for Detroit, 35 cents; Spokane, for Duluth, 60 cents; Roscius, for Saginaw, 50 cents.

Canal freights were dull and steady with wheat at 4¼ cents and corn at 4 cents to New York.

Captain J. W. Durham, of the ship Favonius, of St. John, N. B., has been awarded a gold medal by the American government for services rendered to the crew of the United States schooner George E. Young, on the 3d of April, 1887. Sir Adolphe Caron has been asked by the marine department to make the presentation to the captain, who is in Quebec.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

[*Around the Lakes Continued from 1st Page.*]

CHICAGO.

Special to the Marine Record.

At eleven o'clock Saturday night the propeller Argonaut, going up the river collided with the schooner John B. Wilbur, laying at the Galena elevator dock, light, windbound, striking her between the fore and main rigging and smashing up a number of stanchions and some rail and stringers.

The schooner Delos De Wolf, Captain A. J. Brown, arrived Tuesday afternoon with lumber from Marinette, where she received a new stem and new head gear, so that she looks none the worse for her encounter with the Roanoke in the Sturgeon Bay canal on the 31 of August.

The steam canal boat Elward H. Heath, was tied up for $63 claimed to be due to Charles Hunt, her engineer.

At Miller Bros. shipyard, the steambarge Huron City was in dock for general repairs, the schooner Anna Dall, Moses Gage, Tempest and Snowdrop were in dock for bottom calking, the steam canal boat B. and C. for two new wheels, the tug W. H. Wolf for repairs to shoe.

At the Chicago Drydock Co.'s, the passenger steamer Acadia, was in dock for repairs to her shoe, the schooner H. A. Richmond for bottom calking, steambarge C. H. Starke for a new stern bearing, the schooner John B. Wilbur for bottom calking, twenty-five new stanchions and about 60 feet of new rail.

The tug O. B. Green, of the Dunham line, has had steam reverse gear placed on her engine by C. Elmes.

The new steambarge Kalamazoo, arrived here on her maiden trip Tuesday morning, with lumber and fruit from Saugatuck, where she was recently built by Captain John Martel. She is a very handsome boat 125 feet keel, 24 feet beam, 9 feet depth of hold. Her engine is 18 by 20 and boiler 7 by 12. Henry Bloecker, of Grand Haven, who built her engine was on board. She is commanded by Captain D. Cummings, S. J. Johns is engineer and Henry Halverson mate. She will run between Saugatuck and Chicago with fruit and merchandise.

The schooner Helen Pratt, received a new mainboom and mainsail, while in port this week.

The steamer Pilgrim, of Saugatuck, is in commission again, having arrived here Monday with fruit from Saugatuck. Captain Rogers has converted her into a double decker and next winter he will put a full length cabin on her and increase her passenger carrying capacity. She will then be an elegant passenger and freight steamer.

The Chicago Tribune says: A stack of bills against vessels growing out of damages to bridges has been lying around the city offices for a long time. The other day Commissioner Swift brushed the dust off the stack and sent it over to Vessel Dispatcher Weckler with a request that he see what he could do with the lot. An examination of the accounts shows that some of the vessels the bills were against had ceased troubling bridges and were at rest. Other boats had changed owners, and some had deserted the Chicago river for the newer pastures of the Lake Superior trade. The vessel dispatcher did as he was told, however, and so far has collected about $400. He expects to get in $1,500 more then turn the balance of the bills over to the city law department, either to have the several accounts canceled or the boats they are against tied up, as may be determined in each case.

The A. P. Wright is making as good a record as any work coming out of the shipyards this year. Every ninth or tenth day she takes out a cargo of 151,000 bushels of oats. Her up loads run between 2,200 and 2,300 tons of coal. Notwithstanding the low freights, the profit account for her first season is said to have already attained respectable proportions. She is a fair example of what driving a boat will do.—Tribune.

LEAMINGTON.

The schooner W. H. Oades, bound from Detroit to Buffalo with wheat, was sunk near here last night by colliding with an unknown schooner. The latter was hailed but did not answer and proceeded on her way. The Oades was owned in Oswego. The Oades was built at Detroit in 1869, is rated in Inland Lloyd's register as an A2½ vessel and valued at $6,000.

STURGEON BAY.

Special to the Marine Record.

The tug G. A. R., was last week sold by James Hanson, of Ephriam, to Captain Rowlett of Green Bay. Consideration $1,500.

Spencer Briggs, second engineer on the propeller Roanoke, met with a sudden and violent death last Saturday afternoon, by falling from the texas of the steamer to the deck, a distance of sixteen feet, fracturing his skull. His body fell into the canal, but was soon after recovered by the life saving crew. His family reside in Milwaukee where his remains were taken for interment.

The damage to the propeller Roanoke resulting from her collision with the schooner Delos De Wolf, last Saturday, in the Sturgeon Bay canal, is more serious than was at first supposed. Her iron hull is badly stove in on the starboard side and the cost of repairs will not be far from $2500.

D. S. Austin, coal laden for Green Bay, was struck by the gale of Wednesday when near the mouth of Sturgeon Bay, and driven onto the middle ground. She was released the same night by the tug Jessie Spaulding which towed the disabled craft to Green Bay. The vessel lost nearly all her canvas during the blow.

A wrecking expedition left here last week to effect the release of the schooner I. N. Foster, ashore on Fisherman's shoal, where she stranded early last fall. They succeeded in getting the vessel on timbers by raising her with jack screws, and it is probable that she will be released without much difficulty. She is owned by Leathem & Smith of Sturgeon Bay.

During the gail of Wednesday the schooner Fearless was driven from her moorings near Juddville and was rapidly drifting shoreward, when she was scuttled and allowed to sink in eight feet of water. The tug Jessie Spaulding with a wrecking outfit went to her assistance Thursday and succeeded in raising the craft and brought her into port Friday where repairs are now being made. She sustained but little damage aside from the starting of some butts and the opening of several seams. D.

ASHTABULA HARBOR.

Special to the Marine Record.

Captain Devney raised his shears last Saturday and Ashtabula is fairly well supplied with appliances and conveniences for prompt and efficient ship work.

As the Geo. Nester was coming around the curve near that old tear drop, the swing bridge, she ran into the propeller Colonial bound out. The Nester came out of the melee minus jibb and bowsprit, no damage to the propeller.

The propeller Monteagle ran hard aground alongside of the west pier and the united efforts of two large propellers and five tugs failed to release her. After lightering about one hundred tons she was pulled off.

The yard men report work very dull and there seems to be no especial bustle or crowding on or about the docks.

The P. Y. & A. R. R. office flies a Harrison and Morton flag F. L. T.

SAULT STE MARIE.

The Belle Wilson, of Picton, Ont., 119 tons, Captain McGregor, cleared from Toledo on the 6th, bound for Algoma, with coal, and had in tow the schooner Aurora. On the 8th a heavy west wind arose and when near Harrisville at 6 o'clock in the evening, the Wilson began leaking. The water in her kept increasing, washing fore and aft and the crew let go at seven o'clock and took to the boats at 9 p. m. She was abreast of Thunder Bay, seven miles from shore, and fifteen minutes later the Wilson plunged and sank almost out of sight. The captain and crew were picked up by the M. M. Drake and landed at Sault ste. Marie. The consort of the Wilson is thought to have gone into Alpena.

William Burdick, son of S. Burdick, died at three o'clock Friday morning from the effects of injuries received Thursday morning while attempting to leap aboard the steambarge Pringle while she was moving towards the wharf. Miscalculating the distance he fell and was caught between the docks and the side of the boat and severely crushed in the region of the abdomen.

The new steamer Baltic, of the Northern Transit line, reached the Soo last Saturday, it being her first trip. The Baltic is a veritable floating palace. She is handsomely, even luxuriously furnished, complete in all her appointments, and the table is above reproach The Baltic runs between the Soo and Collingwood touching at Mackinaw and St. Ignace and then doubling back into the north channel and on through Georgian Bay.

Last Saturday at 10:30 in the morning the steambarge H. B. Tuttle and consort, Queen City both went aground in a fog near Crisp's station. The Crisp station life saving crew soon reached the boat and began with the aid of the crews to throw ore overboard from the the consort. At six o'clock the Two Heart river life saving crew under Captain Moses Chartier arrived and joined in the work and at 10 o'clock 150 tons of ore were thrown over board and the boat was gotten off.

NEGAUEE.

The Jackson Iron company's furnaces at Fayette, on Lake Michigan, will not be moved if a railroad line can be secured. If the railroad cannot be had a new furnace will probably be built here. The plant at Fayette represents an investment of fully $500,000, including buildings.

BUFFALO.

There was a small strike on the barges at Holland, Graves & Montgomery's yard, Black Rock, Thursday. Half a dozen barges were in and the yard men were put on to help unload. This incensed the 'longshoremen and they quit work. The matter was patched up.

John Kelderhouse has sold the schooner L. Seaton to ex alderman John McLaughlin The latter pays for her with other property, and there appears to be no exact price fixed. She is valued at $5,000 in the Lloyds, and rates A2½.

Handling freight without excessive cost is quite a science. The captain of the big barge Wahnapitae, now in Tonawanda, states that on his first trip to Ontonagon it cost $530 to load her with lumber, and only $310 on the second. He discovered a trick by which the men took turns in laying off and stopped it by giving each man a numbered ticket and when the gang looked small counted them up. They kicked against going by numbers, but the plan worked for all that.

The propeller Nebraska's 50,000 bushels of corn from Washburn turns out to be hot and the scoopers charge $10 per 1,000 for shoveling it. Six dollars of this is an extra charge that regularly falls on the vessel, but Captain Burton discovered the condition of the grain before loading it and notified the shippers that he should pay no extra shoveling bills. It is said that the vessel's owners have their receipts in regular form here and are safe from the $300 extra cost. The cargo was consigned to Sawyer & Co.

The big barge Wahnapitae has been bonded and released from seizure under libel for breach of lumber carrying contract.

Captain Tom and Dave Beggs arrived by rail from Chicago to take charge of the schooners Comanche and American, which they left temporarily because of their father's death at Chicago.

The new steambarge, F. R. Buell, Captain Dick Millen, arrived on her first trip with 45,000 bushels of wheat from Detroit, and is capable of carrying 48,000 bushels. She was built by Dulac, at Mount Clemens, for the Tonawanda barge line.

The canal-boat Thomas Guest, with 8,200 bushels of corn, stranded on a rock in the Hudson river, but when the tide came up she slid off and sank in a hundred feet of water. The Guest is a total loss, although her cargo is insured in a St. Paul company.

A barrel of gasoline exploded on Berriman's fuel dock Friday, and the resultant fire came near destroying the river tug Champion that lay near. By prompt work she got off with a scorching.

The propeller Saginaw Valley had over 500 bushels of wet wheat in her Green Bay cargo. There is a dispute as to the cause of shipping the water. Some maintain that it came through her deck and others that she had not been properly pumped. In either case the loss is to the vessel.

The schooner Oades was insured for $4,000 with the Smith & Davis company.

Joseph Hulligan has been appointed master of the propeller Grand Traverse, vice Captain Davis, who takes charge of the new Lackawanna steamer Scranton.

The barge Mary Birkhead takes two large boilers to Bay City for a new steambarge.

The propeller City of Rome will get away Friday, light, for Ashland.

The schooner Minnehaha makes a long call here. She came in early last week, but had to wait for the Elfinmere before she could take out her ore. She goes into drydock, and after that takes a load of rails.

The propeller Buell slightly disabled her machinery coming down, so that she was unable to reverse her engines.

The propeller City of Rome will be repaired about Thursday. If coal does not become more plenty she will rejoin her consorts, the Newcomb, at Lorain, and not wait for coal here.

The state authorities are preparing to use the $30,000 appropriation made by the legislatures for deepening the navigable waters of Buffalo. Engineer Charles Szen is now making soundings of the Ohio basin for that purpose, That basin and Black Rock Harbor will use up most of the appropriation.

The Buffalo express says of two new steamboats which arrived here Monday: The Helena, being an unusually big carrier, having on board more than 96,000 bushels of wheat, or 2,880 tons, attracted much attention. She is well built and especially well fitted out. She is not entirely painted and consequently does not present the fine appearance she will when fully finished. She is commanded by Captain Leisk, who sailed the schooner Arthur last year. The owners of the Buell, which belongs to the Tonawanda barge line of which A. Weston & Son are leading members, claim that she is the biggest carrier of her size that ever came into the creek. She has 45,000 bushels of wheat, or 1,290 tons, on a draft of 12 feet 3. She is a trim, double-deck, three-master, and is a credit to her owners and builder. Her master is Captain Millen, who was formerly in the Canisteo. Captain Woodgrift is now master of the Canisteo. The Buell is named for F. R. Buell, a former Buffalonian who it engaged extensively in the coal business at Milwaukee.

The steambarge Chamberlain has finally been sold to Charles Beck, of Penetanguishene, for $7,300.

TORONTO.

The strike of the Sailors' Union, such as it was, appears to have amounted to nothing. The regular rate of wages to seamen at this port is $1.25 per day on the lake and $1.50 per day while going through the canal. It is the usual custom for a captain to discharge the crew immediately on arriving in port and engage them again when leaving. Some vessels, however, engage their crew by the month and others, who employ chiefly non-union men, pay at the rate of only $1 per day and then discharge them on the arrival in port of the vessel. In the case of the sch oner Guelair, which was one of the vessels that the union had a grievance against, it is stated that the last trip the schooner made here the captain having some work for the sailors to do, wished them to remain on board, and offered to pay them, but they refused. This time on entering port he discharged his crew, as usual. There are a large number of non-union sailors at this port who are always ready to engage at less than current rates, $1.25 per day, and while it is claimed that these men are not thorough seamen, still there are a great many first class sailors among them who do not care to belong to any union. It was reported to-day that some of the union seamen had threatened to make things hot for the non-union men. The schooners Wawanosh and Sligo, the two vessels that the union said would not be supplied with men till the masters met their demands, had no difficulty in finding seamen, and that at $1 per day, and left port this morning with their full complement. Vesselmen say that the Seamen's Union could hardly make much of a fight against them at present, as there are plenty of men to be had, and at lower wages than are paid now.

Our despatches from Ottawa indicate that the public works department is about to ask for tenders for several important canal works, amongst them being those for the construction of the Sault Ste. Marie canal. The importance of the construction of this canal to the shipping of the upper lakes can hardly be over-estimated, the traffic having developed so rapidly that the canal on the Michigan side cannot much longer accommodate it, and the announcement now that tenders are being asked for the work will be gratifying news, not only to the residents of the locality, but to all interested in our lake trade.—Empire.

MARQUETTE.

For the week ending with Wednesday, the 8th, the lake shipments of iron ore from the mines of the Lake Superior region amounted to 165,533 gross tons, of which 21,795 tons went from Marquette, 4,575 tons from St. Ignace, 73,839 tons from Escanaba, 21,795 tons from Ashland, Wis., and 13,845 tons from Two Harbors, Minn. This makes the aggregate for the season to date 2,031,897 tons, this being 251,473 tons less than the quantity that had been sent to market by lake at the corresponding date last year.

The shipments by range are as follows: Marquette range, 788,066 tons; Gogebic range, 592,350 tons; Menominee range, 495,986 tons; Vermillion range, 155,495 tons.

OSWEGO.

The schooner B. Freeman, bound from Belleville to Fairhaven, light, went ashore seven miles west of this port, was washed high up on beach, all hands saved. Schooner Lady McDonald from Toronto, light, entered harbor Tuesday afternoon and was swept up river by gale which rages since midnight. Tugs caught her but ropes gave away and vessel was driven into lower bridge almost cutting it in two and carrying away fore rigging of vessel.

Arthur Parks, aged 14 years, a son of Rowland Parks of Martin Street, was drowned at the mouth of the river, between the two piers at Charlotte Tuesday morning. He was on a new yacht owned by Charles Eastwood of New York. The yacht was returning from the Thousand Islands, for which point she left last Tuesday. The yacht contained Mr. Eastwood, the owner, Frank Parks, the boy's uncle, and his cousin, Sidney Collier. Young Arthur had been taken sick owing to the rough passage and was lying down in the forecastle when the yacht went over The men hung to the boat and after being in the water about an hour were rescued by the life saving crew and the big boat Avery. They were taken out of the water about 8 o'clock. They called to the boy to crawl out, but he was unable to do so or did not hear them. After they had been rescued the yacht was towed to the railroad bridge, pulled on shore, and the body of the boy taken out. All efforts at resuscitation proved unavailing. Frank Parks was nearly exhausted when rescued but after hard work his life was saved. The tugs Proctor and Martin made harbor here in safety with their tows and four schooners ran in all in good shape with the exception of deck loads tossed. One schooner surged over on the yacht fleet at their moorings and damaged several of the yachts badly, taking out the Velnette's upper rigging and the forward rigging of several of the others.

Monday morning a man named James Calkins fell into the hold of a barge at the D. L. & W. trestle and was quite badly cut and bruised.

Tuesday morning about eight o'clock a heavy sea sprung the portion of the east pier running up the river and soon about one hundred feet was demolished and carried away. The pier is owned or leased by the Garrett Smith estate.

WE are confident that the cheapest and best way of securing a sufficient number of officers and men for an emergency is the development of the naval reserve along the lines we have indicated, and in number far in excess of the present fixed limits. The numbers at present are lamentably small, but by a well-devised system of partial employment, followed up a retaining annual fee, a large number of efficient officers would be obtained for a moderate total expenditure.—*London Nautical Magizine.*

First-class Merchant Tailoring.

Done in the nobbiest style, according to monthly new fashion plates; made by none but first-class mechanics and none delivered unless to the entire taste of the Customer, can be procured by *Jos. L. Kohn*, practical tailor and cutter at the tailoring department of *Kohn & Co.*, 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store, Cleveland, O.

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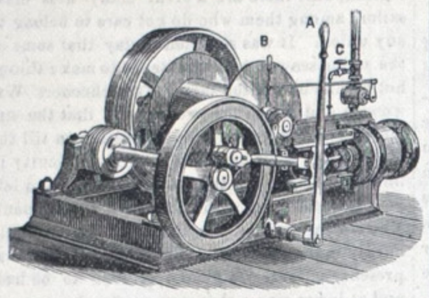

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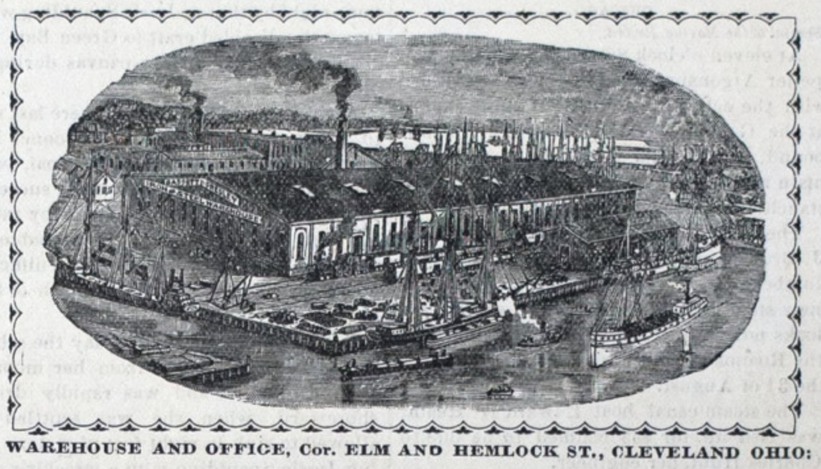

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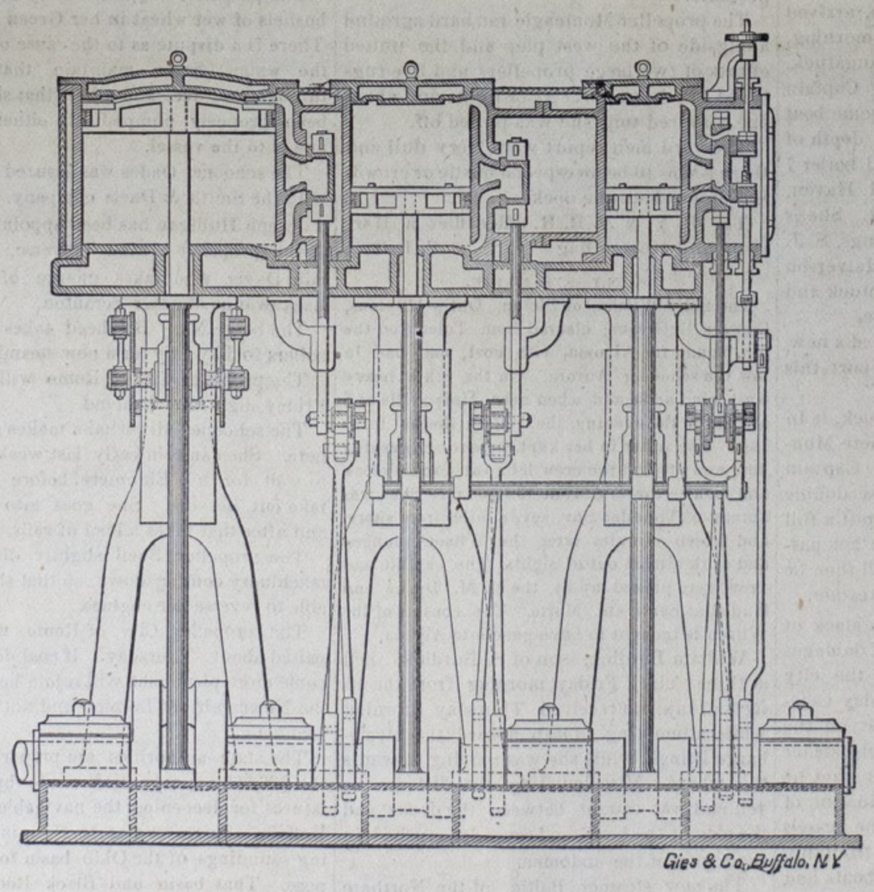

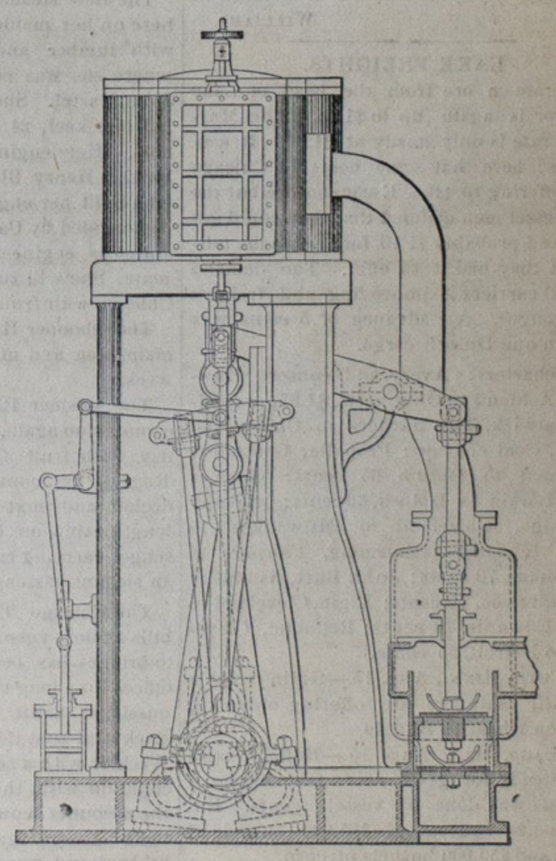

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Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 10, Toledo Ac'm via Sandusky	†11 05 A M	.....
No 10, Toledo Accom via Norwark	†11 05 A M	.....
No. 24, Buffalo Accommodation	.....	† 7 00 A M
No. 10, New York & Boston, "Flyer"	.....	*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via [illegible]	*5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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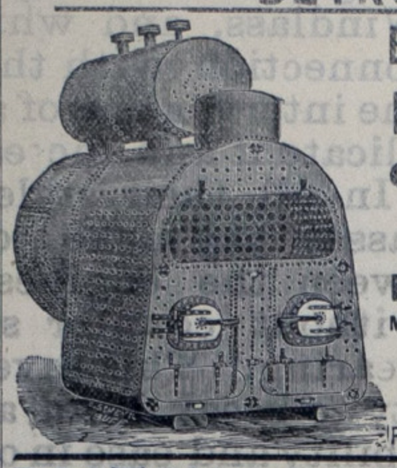

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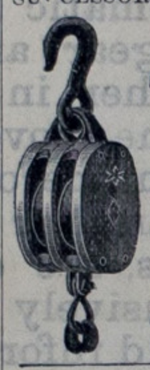

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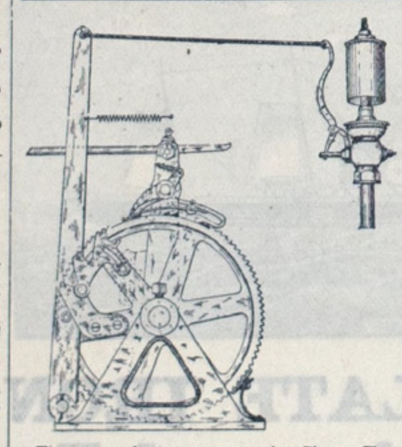

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This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. HANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GRADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

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Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

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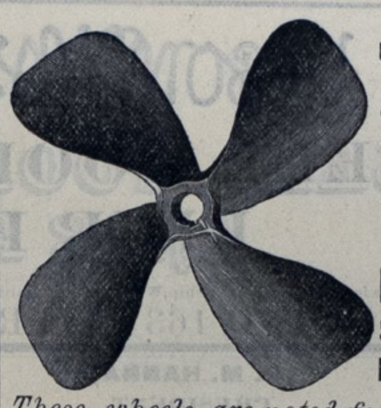

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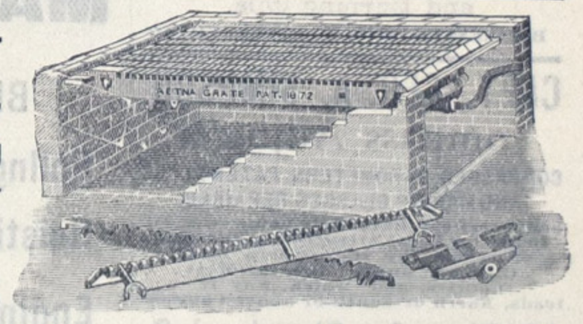

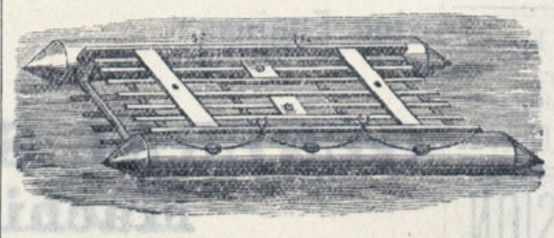

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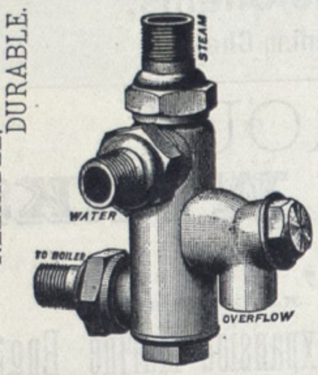

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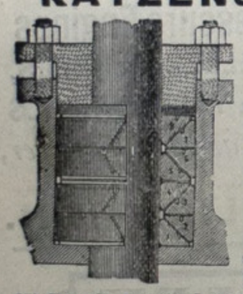

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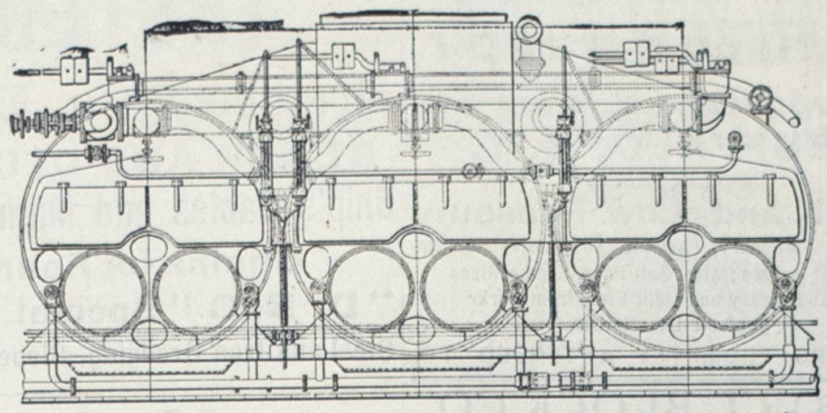

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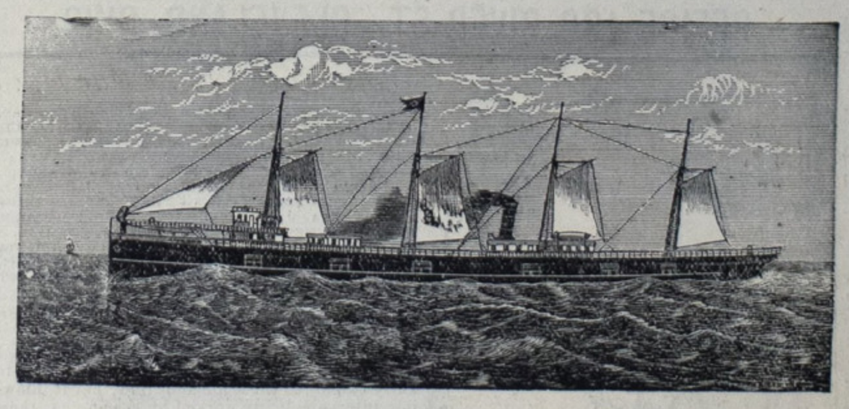

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